

CITIZEN'S TRANSPORTATION OVERSIGHT COMMITTEE

Arizona Department of Transportation
Board Room #145-147
206 South 17th Avenue
Phoenix, AZ 85007
May 15, 2001

MEETING MINUTES

A Citizen's Transportation Oversight Committee (CTOC) meeting was held at the Arizona Department of Transportation Board Room #145-147, 206 South 17th Avenue, Phoenix, Arizona on May 15, 2001 with Chairman William G. Beyer presiding.

Members Present:

William G. Beyer, Chairman
Scott Newton, Maricopa County District 1
Jim Lykins, Maricopa County District 2
Ron Gawlitta, Maricopa County District 3

Members Absent:

Brian Campbell, Member-At-Large

Others Present:

Ed Johnson, Citizen
Mary Budinger, Business Results
Victor Mendez, ADOT
Steven Wilcox, DMJM and Harris
Dan Lance, ADOT
Chris Voigt, MAG
Richard Malcolm, Arizona Rail Passenger Assoc.
Chuck Eaton, ADOT
John Hauskins, ADOT

Bill Meek, SW Public Relations
Mary Viparina, ADOT
Carolyn Deobler, ADOT
Kwi-Sung Kang, ADOT
Bill Hayden, ADOT
DD Barker, D Team Citizens
William C. "Blue" Crowley, Citizen
Elizabeth Neville, ADOT

1. Call To Order and Member Recognition:

Chairman Beyer called the Citizen's Transportation Oversight Committee meeting to order at 5:00 p.m.

Chairman Beyer presented a plaque of Recognition and Appreciation to Scott Newton, Maricopa County District 1.

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2. Approval of Minutes of March 20, 2001 Meeting:

Chairman Beyer called for a motion. Ron Gawlitta moved to approve the minutes of the CTOC meeting held on March 20, 2001 as circulated. Scott Newton seconded and the motion carried unanimously.

3. Staff Report and Public Meeting Follow-up:

Chuck Eaton, ADOT, commented on the following:

Scottsdale Public Meeting Follow-up

- Transportation Planning needs to be multi-modal.
- Many citizens expressed appreciation for the freeways being built and opened.
- Planning needs to ensure that pedestrians and bicycles are better accommodated.
- A number of noise complaints have been received since Pima opened to Princess. A letter was sent to 18,000 residents who live along the Pima freeway in Scottsdale soliciting their input regarding noise. ADOT has received over 800 responses, which are being recorded and categorized. Letters of response are being drafted both for those who responded to the letter as well as those who spoke at the public meeting. We hope to make final recommendations on noise problems by July or August.

Legislative Report

- Four transportation bills of consequence to the Department are HB2370, SB1272, SB1332 and SB 1429

2000 Performance Audit Report

- ADOT has implemented a new Project Manager, Technical Leader and consultant training called "Managing Project Development." An "Issues Resolution Process" has been better defined and implemented. A contract to update the Project Development Manual is underway.
- Design Phase submittal check lists have been developed for all plans submittal milestones.
- All active projects have been updated in the Primavera database.
- Project Managers, Technical leader, Group leader and executive management reports are being produced and distributed monthly.

Regional Transportation Plan Input

- MAG would like to invite the CTOC members to submit ideas that address future transportation needs in the region. **An agenda item is proposed for the July 19 meeting to discuss with MAG officials what CTOC would like to see included in the Regional Transportation Plan.**

CTOC Budget Status

- A Budget Report was included in the packet. All expenditures are within expected levels at this point in the year and it looks like we will be able to stay within the budgeted amounts.

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Project Status Report

- MAG Regional Council approved the recommended designation of the CANAMEX Corridor between SR85 / I-10 to Wickenburg Rd. / Vulture Mine Road to SR 93 via the future Wickenburg bypass.
- Pima 101L is now open to 7th Avenue.
- Pima 101L to Scottsdale Road will be completed in late July or early August. "Party on Pima" planned for August.
- US60 Superstition Improvements Design Build project scheduled to be awarded by the Transportation Board this Friday. A press conference will follow at 1:30 at the Hilton Hotel in Mesa. Construction expected to start immediately.
- Pima, Santan and SR51 projects are being advertised.

Questions and comments regarding the presentation were as follows:

- **Mr. Beyer, asked Mr. Eaton to prepare a letter to Mayor Mary Manross for his signature, detailing how the Department is responding to comments received during the public meeting.**
- **Mr. Beyer also pointed out SB1272 is responsive to the public input received at the public meeting held in Chandler and asked that Chandler be notified of the bill.**
- **Mr. Beyer asked that he, Mr. Eaton and Victor Mendez review what has occurred during the year to determine if items the Department set out to do were accomplished.**
- In addition Mr. Beyer reported that Mary Peters, ADOT Director gave a rundown of the potential impacts of the Legislative budget cuts at a recent HELP Committee meeting. **He said he asked Ms. Peters to arrange for someone from the Department to report to CTOC at a future meeting on the real impacts of the budget cuts.** Victor Mendez, Deputy Director of Transportation, confirmed they are working on that issue and will make a presentation at the Board meeting on May 29, 2001.
- **Ron Gawlitta, CTOC, asked Mr. Eaton to send a letter to people on the panel reminding them of the opportunity to provide input to MAG.**
- In response to a question about whether ADOT was looking at having the bypass go around the east or west side of Wickenburg, Mr. Eaton said a number of alternatives have been discussed. When asked if there is any chance of putting the frontage road on the connecting length from Scottsdale Road to Pima in advance, Mr. Eaton explained ADOT has been working with the City of Scottsdale who has plans for an access facility along that stretch of freeway. He said if that plan does not proceed, plans would be made for a detour onto local streets.

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4. Freeway Maintenance:

John Hauskins, ADOT gave an overhead presentation dealing with maintenance of valley freeways. He noted that it is becoming more and more difficult to properly maintain our highways at current funding levels. Copies of the presentation will be provided to CTOC members.

Mr. Hauskins highlighted the effect of insufficient funding on maintenance of the Valley freeways. He reminded the committee members that the half-cent sales tax revenues are only to be used for construction. This has resulted in a significant number of new roads coming on line with no associated moneys appropriated for maintenance. Little or no financial support has been appropriated from the legislature, despite significant efforts. The areas suffering most are areas low in priority from a safety standpoint. He noted that the budget is not tied to the economy, which forces the Department to go to the Legislature annually and ask for increases, which oftentimes do not keep up with simple inflation.

Mr. Hauskins reviewed the maintenance cost components of a new urban freeway mile. The average annual cost to operate and maintain a new mile of freeway is \$123,400. He noted the misconception held by many that new freeways do not have to be maintained. He discussed the impact of freeway landscape on the maintenance budget.

Mr. Hauskins delineated the number of freeway miles being added per year, further emphasizing the impact on maintenance costs. It will cost \$2.75 million this year to maintain just the miles being added. By 2007, the budget deficit in the Phoenix metropolitan district alone will be \$9 million plus. He mentioned the fact that the state is also building more rural four-lane divided road miles. The maintenance cost for a four-lane rural road is \$30,000 per year per mile, assuming an asphalt surface in an area that requires snow and ice control. An area that requires no snow and ice control would realize lower maintenance costs.

Mr. Hauskins described maintenance equipment charges since 1990, inflation increases since 1990, cable barrier repair costs, landscaping maintenance costs, new miles building from FY 03 to 07, paving material cost increases, and de-icing chemical and snow plow equipment increases.

Mr. Hauskins presented potential strategies to address the serious issue of the maintenance budget shortfall: using HURF moneys to increase maintenance funding, tapping into other revenue streams such as gas tax or sales tax, evaluate the potential of attaching maintenance funding to a percentage of construction dollars, and consider

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attaching the consumer price index to maintenance funding, which is a concept that runs into significant opposition at the legislature.

Mr. Hauskins summarized the key problems: more roadways every year, more miles that are getting older, traffic levels increasing steadily with a growing population in Arizona, and heavier loads. In conclusion, he called for the necessary financial support to maintain the roadways being built in Arizona.

Questions and comments regarding the presentation were as follows:

- A member asked if insurance carried by the owners of the vehicles involved in cable barrier accidents covers the cost of fixing the barriers. Mr. Hauskins stated, while they have access to insurance monies, it does not come close to covering the cost of the repairs. Mr. Lance noted a number of cable barrier accidents are never reported.

5. Red Mt. Loop 202/US 60 TI Draft Design Concept Report (DCR):

Mary Viparina introduced Steve Wilcox of DMJM-Harris. Mary reviewed the unique Public Involvement plan being implemented by the project team. Public Involvement Plan included a web page, project video, Telephone Information Line, Newsletter, numerous public meetings and the formation of a Citizens Advisory Team.

Mr. Wilcox, presented the history of the interchange, the need to update the old concept and introduced the three freeway to freeway interchange design alternatives being considered. Recommended alternatives for implementation were also reviewed. (The attached Executive Summary and graphics that summarize information presented were provided to the committee.)

Questions and comments regarding the presentation were as follows:

- Mr. Lance reported that the controversy with Crescent Run has been resolved, noting the front entrance to 7th Avenue was preserved.

6. Elevated Transit Alternative:

Committee member Ron Gawlitta introduced **Bill Meek, SW Community Relations**, who gave a brief history of his involvement in public transit in Arizona beginning in the early 1970s and presented information regarding "Val-Trans," a proposed means of taking people at a high speed above traffic. He discussed the legislation that created the Val-Trans concept and the regional freeway system in 1985 and the Val-Trans program, which was developed in 1989. He compared the elevated light rail system that was a part of Val-Trans to the elevated light rail system in Vancouver, Canada. Mr. Meek described the transit component and alignments of the Val-Trans system.

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Val-Trans was designed to parallel a good part of the freeway system to alleviate the congestion that was anticipated. He outlined the reasons he believed the people of Maricopa County voted against Val-Trans. He noted that the voting results were the second best result on a first-time transit election of any city in the country. Mr. Meek stated his personal belief that it would have passed if presented to the voters a second or third time.

Questions and comments regarding the presentation were as follows:

- Mr. Beyer complimented Mr. Meek on his candid presentation. He asked, "where they go from here," explaining previous attempts at mass transit have met with little support. Mr. Meek stated it would be easier to sell a system if its function has been clearly defined. He said the valley's trolley system does not accomplish much in terms of congestion relief, therefore, an opportunity for a different approach exists.
- Mr. Gawlitta expressed his opinion that it would be worth the Committee's time to explore a cooperative effort between the City of Phoenix and ADOT to run an aerial line to Ahwatukee. He also noted that Phoenix has locked the door on the Central Station at I-10.

7. Call to the Public:

D.D. Barker, D-Team Citizens, thanked the Committee for the presentation on elevated rail, stating she is impressed with the quality of the studies and reports. She suggested those in charge of transportation systems ride on the express bus system, stating, "It is the best value she has found in town." She spoke about the importance of HOV lanes in transporting their teams across town. She suggested they look into taking some of the Phoenix trolley money that goes to RPTA. She stated she filed a petition calling for a review of Transit 2000 because they admitted having counted the ballots four days before Election Day.

William "Blue" Crowley, citizen, submitted documents regarding the Executive Council Meeting, the intergovernmental agreement on the Deck Park Tunnel and the Executive Committee's overview of the work program. He noted the light rail system will be constructed along the same route as the express bus system. He asked that at least one of the Committee members attend the Members of the Regional Council Subcommittee on Transportation meeting. He discussed proposed changes to the public involvement process, stating it should be broadened rather than further restricted. He stated the figures in the Short-Range Transportation Plan do not coincide with those in the TIP.

Chairman Beyer asked Mr. Eaton to look at the CANAMEX Map submitted by Mr. Crowley.

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Scott Newton, CTOC, stated it has been an honor to serve on the Committee.

Ms. Barker introduced Dr. Richard Malcolm, a member of the ARPA Board.

8. Next Meeting Date:

ADOT Board Room, #145-147
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Thursday, July 19, 2001
5:00 p.m.

9. CTOC Member Reports:

No reports were made.

10. Closing Comments and Adjournment:

Mr. Beyer called for any further public input, and there was none.

Meeting Adjourned at 7:30 p.m.